

REMARKS

Claims 1 to 8, 10, 11 and 13 to 18 are in the application wherein, in accordance with the Office Action, claims 5 to 8, 11 and 13 to 18 are allowed and claims 2 to 4 are indicated as containing allowable subject matter. Claim 1, the only claim rejected in the application, stands rejected as being unpatentable over Takano in view of Moriya.

The comments made by the Examiner in the Office Action have been considered and claim 2 is hereby rewritten in independent form as suggested by the Examiner, as is claim 4, whereby these claims, together with claim 3, depend from claim 2, are submitted as being patentable.

Claim 1 is also amended hereby in a manner to more accurately define Applicants' invention and to better distinguish it over the cited references. Specifically, claim 1 as now amended, particularly defines the concerned engine fuel pump of the invention as possessing a plurality of longitudinally spaced bearing which are operative to support the engine camshaft and wherein the bearings are connected together via integrally formed connecting parts to form the camshaft holder. Also, as amended, the claim now requires that each of the connecting parts is disposed at a position on that side of a plane which contains the camshaft axis and which extends perpendicularly to the axis of the engine cylinder, wherein the concerned side of the plane is away from a combustion chamber and each connecting part is entirely outside the axis of the camshaft as the engine is viewed in the direction of the cylinder axis.

This latter limitation of the amended claims specifies that, as shown in Fig. 1 of the application drawings, the connecting parts 29b of the camshaft holder 29 are positioned above the

axis of the camshaft 33 on a side remote from the combustion chamber 16 and are entirely outside the camshaft axis as the structure is viewed from the bottom to the top of the illustration presented in Fig. 1, i.e., along the axis of the cylinder 14. Accordingly, because the connecting parts are positioned above the camshaft axis rather than below it, the mounting rigidity of the claimed camshaft holder is enhanced. Furthermore, since the connecting parts 29b are positioned outside the camshaft axis as claimed, they assume a lower position in the structure so that interference with a cam provided on the camshaft 33 is avoided, even if the cam has a large locus of rotation. Thus, even if the connecting parts 29b are lowered in a concerned structure, the mounting rigidity of the camshaft holder 29 is not reduced thereby. The camshaft holder 29 can therefore, due to the claimed arrangement, have a reduced dimension in the direction of the cylinder axis without a deterioration of fuel supporting capability.

Clearly, these aforementioned claimed features are not disclosed in either of the arrangements described in the patents to Takano or Moriya, or their combination. Claim 1, as amended hereby, is accordingly submitted as being distinguishable over the cited references and should be allowed.

Also, by this Amendment, new claims 19 to 26 are added. The feature recited in claim 19 is clearly shown in Fig. 1 of the application drawings. The feature recited in claims 20 and 21, as dependent from claims 1 and 19 respectively, are derived from the description contained in lines 19 to 21 of page 6 of the specification as filed. The feature recited in claims 22 and 23 as dependent from claims 20 and 21 respectively, is supported by the description of lines 21 to 26 of page 6 of the

application as filed. Finally, the feature of claims 24 and 25, as dependent from claims 1 and 19 respectively, is supported by the description contained in lines 11 and 12 of page 7 of the application.

As regards new claim 26, the features recited on this claim correspond to those of amended claim 1 but wherein a further feature is added, namely, that each connecting part is provided at a position at which a cam provided on the camshaft is at least partly overlapped with the connecting part when viewed in a direction perpendicular to the axis of the camshaft, as well as perpendicular to the axis of the cylinder. The viewing direction defined here is the direction from the right to the left in Fig. 1. When viewed in this direction, the cam 62 on the camshaft 33 is partly overlapped with the connecting part 29b. To describe the construction more precisely, "a rotational locus of rotation" of the cam is at least partly overlapped with the connecting part. But, as the expression, "a rotational locus of rotation," has not been employed in the application and thus may be considered to be new matter, the language of claim 26 hereof is adopted in order to avoid the problem.

Accordingly, as a result of the foregoing, it is submitted that claims 1 to 8, 10, 11 and 13 to 18 are placed in an allowable condition and that new claims 19 to 26 are equally patentable. All of the claims now in the application are therefore clearly patentable and their early allowance is respectfully requested.

If, for any reason, it is felt that this application is not now in condition for allowance, the Examiner is requested to contact Applicants' undersigned attorney at the telephone number indicated below to arrange for an interview to expedite the disposition of this case.

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Reply to OA dated September 10, 2004

In the event that this paper is not timely filed, Applicants respectfully petition for an appropriate extension of time. Please charge any fees for such an extension of time and any other fees which may be due with respect to this paper, to Deposit Account No. 01-2340.

Respectfully submitted,

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